

REPORT NO. 114

# INFORMATION REPORT

CD NO.

COUNTRY Hungary

**CONFIDENTIAL**

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THIS IS UNEVALUATED INFORMATION

1. At the time when the Five-Year Plan was drawn up, because of Soviet requests, the need arose for greatly expanding truck production. Since the MAVAG (Hungarian State Railroads, Steel and Iron Works) and the Györi Wagon Works (Györ Wagon Works) could not produce sufficient trucks, a new plant had to be set up. It was decided to rebuild the Dunai Repülőgépgyár (Danube Aircraft Plant) which seemed to be suitable for this purpose.
2. In the beginning of 1949, the Állami Gepkecsitervező Intézet (State Motorcar Designing Institute) was founded. It drew up the plans for the new truck (Csepel D 350). Mass production of the truck was started in the beginning of April 1950. Manufacturing is on the assembly-line method and production has been raised to four or five trucks daily. The plant does not produce all the parts, and production is dependent, therefore, on the work of other plants also.
3. The engine used is a copy of the Steyr factory's WD four-cylinder Diesel engine.\*

\*  Comment: Another report states that the Csepel Motor Vehicle Works are in a dilemma with regard to their production of  $3\frac{1}{2}$ -ton trucks. The ignition appliances are bad, as the Swiss no longer export Bosch products to Hungary. Trials with Hungarian products have met with little success.

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